MAY-JUNE 1952

CPAC Newsletter

Community Building and Lower Cost Housing

The sharp decline in housebuilding from a 1950 level of more than 90,000 units to a predicted '52 volume of less than 60,000 has sharpened interest in housing problems.

David B. Mansur, president of Central Mortgage and Housing Corporation says that lack of serviced land is a major problem. He also attributes the slump to shortage of mortgage money, higher down payment and building costs, and therefore higher house prices.

One means of widening the consumer market would be to lower the down payment and to grant longer mortgages.

The more promising long term approach, however, is to provide the consumer with a more attractive purchase. This involves a reduction in house prices through more efficient production. It also means making the product as appealing as possible. Houses have an appeal not only in themselves but for their setting. It is the total impression afforded by the community that is most important. There should therefore be less pre-occupation with housebuilding, more with community building, and community costs.

Obviously the building industry must supply some of the answers. Mass production and the use of substitute materials offers some promise. Where the latter is blocked by obsolete building codes, then the codes must be brought up to date.

It is necessary too that the builder be provided with the necessary serviced land in large tracts. Under present legislation, it is possible to get governmental financial assistance for the developing and servicing of land for residential purposes.

There remains however the obligation to provide other community facilities, particularly schools. Many municipalities are reluctant to encourage housebuilding because they would then be saddled with heavy school costs. Yet the same municipalities often have sites that are most suitable for housing purposes. A strong case can be made for making the school costs a provincial responsibility. Alternatively the municipality could be provided with a larger share of the tax income.

Having provided the right setting for a process of community building, it remains with the builders and local authorities to see that the result is worthwhile. There should be the possibility of a saving in cost through the design and installation of services for a comparatively large piece of land. It should not prove difficult to provide a pleasing layout of houses, schools, shops and play spaces. At the minimum, it should be possible to give better value for the same price. This could do housing no harm in the battle for the consumer dollar that is constantly being waged.

COMMUNITY PLANNING ASSOCIATION OF CANADA, OTTAWA

Press Digest

Planning Units Must Be Larger

P. R. U. Stratton, addressing delegates at the B.C. Regional Planning Conference in Victoria, March 14th, said that local political units are usually too small for planning purposes.

Communities tend to grow beyond their political boundaries and problems that are common to an economic unit too often have to be dealt with by separate authorities, he stated.

Mr. Stratton congratulated the B.C. government for encouraging the establishment of regional planning boards. But, he warned, experience shows that regional plans prepared by such bodies will not likely be carried out unless there is a means of doing this. Relying upon voluntary cooperation between municipalities within the region is unrealistic, said the speaker. It is asking too much of human nature because each municipality has distinct interests and loyalties.

England faced the same problems at one time and obtained most effective results only when the Government had vested local planning powers in the County Boroughs and County Councils.

Mr. Stratton suggested that an enlarged technical planning staff should be set up by the province to assist municipalities in need of professional advice.

Planning could actually mean dollars saved, he argued. The speaker cited the Fraserview Housing project as an example. By developing this on a scientifically planned layout instead of by the usual gridiron pattern, total savings had been more than half a million dollars. That, he contended, would amount to a tremendous saving, if applied over the whole of British Columbia.

Toronto Prepares to Attack Blighted Areas

Toronto's Board of Control has recommended that a bylaw be passed that would define as 'suitable for redevelopment' the greater part of central Toronto. It did so on the advice of the planning board.

Under a recent amendment to Ontario's Planning Act, it is now possible for a city to pass, with the approval of the minister, a bylaw designating any area within the city as a redevelopment area. The only stipulation is that this area must be one in which redevelopment is desirable because of age, dilapidation, overcrowding, faulty arrangement or unsuitability of buildings.

The city can confiscate lands within an area designated for redevelopment to use, lease or sell them.

Having defined an area by bylaw, Toronto can then prepare a reconstruction plan for residential, commercial, industrial, public, recreational, institutional, religious or charitable purposes.

Already the Queen City is lining up a $20 million apartment project in part of the area affected by the bylaw.

Airport Land Needed Now

"Urban development is advancing so rapidly that we are fast running out of land for airport purposes," says Jack Wilson, executive director of the Lower Mainland Regional Planning Board (B.C.).

"You must start now," he told Vancouver City Council, "or you will never get the sites."

"Five years ago," continued Mr. Wilson, "a planning expert recommended five sites for airport development, and already you have lost three of them."

Little comment is needed on this advice. Aeroplanes are becoming bigger, more numerous and need more land. It's easier to get this now, when it isn't built on, than to delay until there isn't much choice left.

Survey Toronto Downtown Parking

A special committee on off-street parking has ordered a survey of Toronto's downtown parking facilities to determine the best means of increasing these facilities.

A three-man team consisting of Traffic Engineer Burton, Finance Commissioner Lascelles and Planning Commissioner LeMay will study:

1. The advisability of having parking garages of any type;
2. Elevator versus ramp garages;
3. Possible garage sites;
4. Possible downtown parking lot sites; whether lots should be city operated or let out by tender;
5. Possible city assistance to other building parking garages;
6. A complete report on parking rates in existing lots and garages in the downtown area.

There are 19,000 parking spaces in Toronto's business area, but an estimated 50,000 automobiles are competing for this limited space. There are an estimated 300,000 automobiles in the city, a ratio of one for every 3.75 persons.

Industry Needs a Healthy Climate

If you were an industrialist trying to choose the town in which you would locate your industry, what kind of town would you look for? Delegates to the third Ontario Industrial Promotion Conference held in Toronto during March sought the answer to this. And they were told, in effect, that the intangibles such as good working and living conditions and efficient government were becoming more important factors all the time. Because the smaller towns are sometimes superior in this respect, a growing number of industries have moved into these towns. Voluntary industrial dispersal is an evident trend in Canada today.

George E. Jackson, vice-president of the sales and advertising department of the Ford Motor Company, told the delegates that "no matter what else you may have to offer as inducements, you cannot attract and hold that elusive thing called 'capital' unless you can provide it with a healthy climate in which to live."

Industry has certain physical requirements which must be met, he said, such as availability of desirable land, power, rail facilities, highways and other services, and an adequate labour supply. But beyond this, industry likes a town that offers such qualities as efficient and sincere government, and good working and living conditions. These are probably more important now than the purely economic factors of easy access to markets and raw materials.

During the conference discussions, other points of importance emerged. For instance, the bigger cities are less attractive in part because of congestion, traffic snarls and high land and utility costs. Physical layout is in fact an important consideration. It was suggested, for instance, that until a community has an operation zoning and planning bylaw, until it has developed industrial sites and is prepared to provide services, it can't hope to compete with other towns that have these.

Housing projects, such as that at Midland, Ontario, where Leica cameras will be made, are an important consideration if labour is to be attracted. And, the *Newsletter* might add, since the income level of the workers determines the accommodation that they can afford, low rental housing might be required.

So if you want to get new industry in a town, you must make that town as attractive as possible. Worthwhile industry wants more than cheap land and other such concessions. A 'healthy climate' is a place in which the industry, the workers in that industry, and the town, can work harmoniously.

— to page 4

Housing Highlights

David B. Mansur, president of Central Mortgage and Housing Corporation says that lack of serviced land is the most important reason for a reduction in housebuilding this year.

He made the statement to the banking and commerce committee of the House of Commons in a review of the Canadian housing situation.

The picture he painted was a gloomy one. From a 1950 level of more than 90,000 new units, the prospect for this year is estimated at some 60,000 units, a decline of one third.

Before Mr. Mansur's report, David Croll, Toronto Liberal M.P., argued before the House that a lack of mortgage money was the chief reason for the '52 decline.

Mr. Mansur did state that a freer flow of mortgage money would probably add 10,000 units to this year's total.

Lack of building materials is no longer a problem for housebuilders, said the CMHC president, but a reduction in effective demand has reduced Canada's ability to absorb houses at the 1950 rate of more than 90,000 units a year.

If fewer houses are to be built, how should they be distributed among consumers? M.P. Croll claims that under present regulations "we are rationing houses by purse. Persons with less than $3,000 income—and that is 70 per cent of our population—appear to bear an unfair share of the national sacrifices made necessary by the defence program."

The Toronto member suggested lower down-payments and a longer amortization as one means of helping the moderate income group. He also urged the government to give consideration to further subsidization.

Mr. St. Laurent has stated (see page 4) that a major difficulty in a subsidized rental program is that of choosing the persons to receive the subsidy. But whether the government can afford to postpone such a choice is doubtful. Pressure for a more specific program of low rental housing is strong and is likely to increase as the effects of the present reduction in starts becomes more apparent.

It might become necessary to allot a proportion of all new construction to low rental schemes.

★ J. W. Noseworthy (York South MP) says that municipalities don't want housing because they are then faced with heavy costs for schools and services.

"Either some way must be found of relieving the municipalities of some of the burden they are now called upon to bear in the matter of education and social services, or those municipalities must be provided with a larger share of the tax income," he argued in the Commons.

★ Toronto MP George Hees claims that the prospective home buyer must earn $5,000 for five years before he can set aside money for a down payment. Mr. Hees called for a revision in lending arrangements. He also advocated more low rental housing construction . . . said that Toronto for instance should have six Regent Parks not just one.

★ The federal government should make some of its huge surpluses available for housebuilding and slum clearance according to J. Roxburgh Smith, president of the Royal Architectural Institute of Canada. He made the statement at the Institute's convention in Vancouver.

★ Editorial writers in several Canadian newspapers have attacked the building industry for failure to implement mass production techniques and other means of reducing costs. The editorials noted that housing is losing out in the battle for the consumer dollar.

JOINT-GOVERNMENT HOUSING ASSISTANCE

Through Section 35 of the National Housing Act, municipalities may seek financial aid for housing projects, through their Provincial Government to the Federal Government.

Assistance is given (1) for the development and servicing of residential land which can then be sold to builders and home-owners, (2) for direct construction of housing for sale or rental (economic or subsidized), for the benefit of those whose needs cannot be satisfied by private developers.

A resume of projects that have been proposed or started follows.

LAND ASSEMBLY

St. John's, Newfoundland	607 lots
Corner Brook, Newfoundland	202 lots
Atikokan, Ontario	200 lots
Windsor, Ontario	325 lots
St. Thomas, Ontario	255 lots
London, Ontario	374 lots
Ottawa, Ontario	600 lots
Kingston, Ontario	660 lots
TOTAL	3223 lots

SUBSIDIZED RENTAL HOUSING

St. John's, Newfoundland	140 units
	152 units
Saint John, New Brunswick	88 units
Moose Jaw, Saskatchewan	75 units
TOTAL	455 units

ECONOMIC RENTAL HOUSING

Windsor, Ontario	325 units
St. Thomas, Ontario	40 units
Fort William, Ontario	70 units
Hamilton, Ontario	500 units
Prince Rupert, B.C.	50 units
TOTAL	985 units

LAND ASSEMBLY, ECONOMIC RENTAL COMBINED

Brockville, Ontario	425 lots	40 units
Guelph, Ontario	435 lots	70 units
Kitchener, Ontario	1000 lots	90 units
Trenton, Ontario	220 lots	25 units
Midland, Ontario	66 lots	20 units
Prescott, Ontario	10 lots	10 units
Stratford, Ontario	185 lots	40 units
TOTALS	2341 lots	295 units

In each case the excess lots are to be sold to builders and individuals for residential construction.

Alberta Introduces New Housing Bill

An Alberta Housing Act, intended to spur house construction in the province, has been introduced in the Alberta legislature.

The bill is intended to complement Section 35 of the National Housing Act. This means that the province will cooperate with the federal and local governments to make funds available (a) for acquiring and servicing of land, (b) for financing housing for sale or for rent.

The step will be welcome news to the surging cities of Edmonton and Calgary. The catch, however, may be in the terms which set the municipal contribution at 25%. The federal government contributes 75%. The province can fix the manner in which the 25% is to be paid—and it varies right across Canada. But experience generally has been that the municipality can't afford al ful 25% share. Time will tell whether this is true of Alberta.

Press Digest

Vancouver Hires City Planner

Vancouver has finally selected its city planner from more than 100 persons who applied for the job.

Their choice is C. W. Sutton Brown, 40-year-old civil engineer who is at present the county planning officer for Lancashire, England.

He started his career in 1932 and went to his Lancashire post in 1947 where he supervises a staff of 200—that's right two hundred!

Vancouver councillors must be highly satisfied with Sutton Brown. They have already decided to start him at a salary of $11,000 per annum—$2,000 more than they had originally advertised. He will start to work about October 1st it is expected.

Advises Planning for Seaway Development

The St. Lawrence Power Development will probably begin in 1953 and take five or six years to complete was the prediction of Hon. George A. Challies MLA, Minister Without Portfolio and Vice-Chairman of Ontario Hydro.

Mr. Challies spoke before a dinner meeting in Iroquois, one of the towns affected by Seaway plans.

He expressed the hope that all the communities in the area would complete planning schemes before the fifth year of the building of the power project. The Minister, however, gave no indication that the Ontario Government is considering the creation of a regional planning authority as was suggested in the January *Newslettter*.

Iroquois is one of seven villages that will be flooded through the development. It has established the Iroquois and Suburban Planning Board and tentative plans have been made for relocating the villages two and a half miles east of its present site.

The foresight shown by the people of Iroquois is commendable. But if, as Mr. Challies predicted, the St. Lawrence development sparks a period of great industrialization in the Morrisburg, Cornwall, Ottawa triangle, then some regional authority in this area seems highly desirable.

It is also probable that the people of the flooded villages would welcome some professional planning advice so that they might reconstruct their villages in the best possible manner, taking into account a possible increase in population of major proportions.

Annual Briefs from Labour Organizations

Canada's four major labour organizations have presented their annual memoranda on legislation to the Cabinet.

Delegations representing the Trades and Labour Congress, the Canadian Congress of Labour, the Canadian and Catholic Confederation of Labour, and the Railway Transportation Brotherhoods brought their briefs before Government officials at the end of March.

Each organization asked that more attention be given to the housing situation. Railway men argued that it should be viewed "second only to the national defence program."

The CCCL thought that the principal obstacle to more house-building lay in the high down payment demanded. Legislation should be enacted to lighten this down payment and higher monthly payments should be avoided by granting longer mortgages, said the CCCL briefs.

Both the CCL and TLC called for a special attention to low rental subsidized housing. The CCL stated that Canada had a backlog of more than 710,000 units and their brief said that "with the housing situation in a state of chronic crisis, it is scandalous that scarce manpower and materials should be used on face-lifting operations on office buildings and banks."

The Prime Minister, in reply to requests for low rental housing said that "I wouldn't like to see a system where any government, any political machine, would have the responsibility of selecting those who are to get subsidized housing."

Builders Ask for More Mortgage Money

Delegates to the National House Builders Association annual convention in Winnipeg have called on the federal government to make more adequate mortgage finance available under the National Housing Act.

F. A. Mager, president of the association, predicted that residential construction for 1952 would be down to 60,000 units, a decrease of 30 per cent from the 1950 record. Mr. Mager claimed that the "end prices" set by Central Mortgage and Housing Corporation, were "a distinct bar to incentive and competitive building." The house builders head criticized the policy of the lending institutions and also said that municipalities shouldn't enter the building field to any extent. If public ownership picture was presented to the Canadian people "they will realize the potential dangers of such a plan."

Resolutions passed at the Winnipeg meeting asked:

(1) Federal and various provincial governments to assume the entire cost of education and social services, thus making it financially possible for municipalities to encourage house building in sufficient quantity to meet current needs;

(2) Federal and provincial government to share their sources of revenue with the municipalities;

(3) Contractors be licensed, as a measure of protection for both the industry and the persons in the market for homes and industrial buildings.

Claims Public Housing a Good Investment

Low rental subsidized housing projects represent a tax gain for cities such as Halifax, says Alderman Byron Hatfield of that city.

Present slum areas cost Halifax some $600,000, he told a local citizens club. And the slum units, which house three to four families in many cases, pay only about $120 per year in taxes.

A low rental project such as that proposed for a Bayers Road site in Halifax would help those in desperate need of better accommodation. And, since the tenant in each unit would be paying about $120 in taxes, the City would collect more in taxes than it does at present. Better housing might also reduce the money now needed for social assistance such as Children's Aid Society.

"The objection has been raised," said Mr. Hatfield, "that a low rental project under the National Housing Act would compete with private enterprise."

Said the alderman: "I don't hold with that. What private builder is going to undertake construction for these people anyway?"

Asks Action on City Slums

"Slums in Halifax are costing City tax payers thousands of needless dollars," stated J. Bond Jones, Welfare Administrator for the City of Halifax, to a meeting of the Community Planning Association at the Lord Nelson Hotel in April.

The speaker said that inadequate housing is the major block to the welfare workers. Many families with four to nine children are living in *one room* for which they paid from $7.00 to $12.50 a week.

"Ten thousand new housing units are needed if the City is to provide adequate housing for the people living in the slums," stated Mr. Bond Jones.

Some houses might have to be razed, but the Welfare Administrator said that many could be repaired and brought up to a decent standard as CPAC had suggested.

Mr. Jones pointed out that extreme overcrowding was responsible to a large degree for big sums of money now taken from tax payers to combat juvenile delinquency and other social problems. The provision of better living quarters would get to the problem at its roots, he contended.

CPAC LOGBOOK

CPAC and other civic groups sent a delegation before the Winnipeg Town Planning Commission to ask that plans for an impressive Memorial Boulevard leading to the Manitoba Legislature be carried out. They requested that an old university building be demolished so that the broad tree-lined parkway might be completed.

There is discussion between CPAC and University of Toronto officials over the possibility of a 10-week series on community planning next year with emphasis on housing. A radio series may also be arranged. . . Bill Goulding expects to cooperate with the Welfare Council in studies of housing for older persons.

J. Bond Jones, Halifax Welfare Administrator, told members at their April meeting that slums are costing the city thousands of dollars (see page 4). . . A new proposal for low rental housing for a Bayers Road site was to be discussed at the Halifax Branch meeting on May 20th. . . CPAC urged that a proposed slum clearance survey be comprehensive but Central Mortgage and Housing Corporation has defined a small area for this survey.

There is disappointment over a provincial government decision not to provide a 12½% contribution towards low rental housing projects under the National Housing Act. The federal agency pays 75% of the cost and asks the province to determine how the remainder will be divided. As it now stands, the municipality has to assume the full 25% remaining. This has generally proved difficult for most municipalities. CPAC prepared a thoughtful brief asking for provincial participation. Support came from church, labor, and welfare groups. The brief estimated present housing shortage at 5,400 units and classified another 1,000 as substandard.

Five more radio broadcasts were aired during March. Topics were: Metropolitan Planning; Halifax Masterplan and zoning; Recreational Opportunities; Minimum standards and the Baltimore Plan; The School and Community Planning.

On June 20th, Haligonians will get an opportunity to hear Frances Morton of Baltimore, who is active in the housing and planning field. . . Plans are being laid for a Maritime Regional Conference in the fall.

The Vancouver Branch will support a request for more parks in the city's West End . . . is trying to preserve a golf course as open space. Inquiries are being made about having overhead wiring put underground. . . The Branch has reiterated its view that land for an express highway between Vancouver and New Westminster be acquired now. The Executive favours appointment of a City Architect who would also act as the Building Inspector.

Delegates to B.C.'s Regional Conference at Victoria asked for early enactment of legislation to stop ribbon development on main highways and for subdivision control legislation as proposed by the Union of B.C. Municipalities. They stressed the importance of relating local planning schemes to regional plans.

Press Digest

Suggest Special Act to Deal with "Fringe"

The suggestion that Halifax County seek a special act to meet its own peculiar needs was proposed to the county council by the report of the Law Amendments Committee.

"Our serious problems from an administrative standpoint are now urban in nature and require for their solution much the same kind of legislation as is now in effect in larger towns and cities," said the report.

The Committee argued that rapid expansion of the "fringe" area of the municipality has developed a need for legislation that would permit the county to cope with problems created by this expansion.

Ottawa to Eliminate Level Crossings

Relocating railway lines in and around Ottawa is the number one problem for city planners there, said Duncan K. MacTavish, Q.C., chairman of the Federal District Commission, in a talk to a men's church group.

A railway terminal, well outside the central city area, is planned and, in the near future, cross-town tracks are to be removed. This would eliminate 150 level crossings which help to choke the flow of traffic in the capital.

Mr. MacTavish also told his audience that the 32,000 acres of Gatineau Park recently owned would be expanded to 80,000 acres. Said he: "No other capital in the world has at its doorstep a park of the beauty of Gatineau."

The "green belt" suggested in the National Capital Plan is a highly contentious matter right now, admitted the Ottawa lawyer.

This green belt, he continued, has three main functions: (1) to prevent "ribbon development"—long lines of shops, service stations, etc., mushrooming along main highways, (2) to provide agricultural facilities within close range of the city, (3) to fix a line to which services could be planned.

Control over green belt land requires the designation of such land as an area of subdivision control. Right now, part of the area is under this control and part isn't. This creates an injustice —so say the farmers—for land owners in the controlled portion who can't expect to sell at a level that might be offered to an owner who isn't affected by subdivision requirements. The solution, if Ottawa wants to retain its green belt, is to get subdivision control over the whole area.

This is possible through persuasion, or through purchase of the land in question by the city, federal government, or a combination. A possible alternative is for Ontario's government to step in—at the city's request—and use powers that it already has. That would seem the most promising solution.

—to page 6

Press Digest

Place Limits on Services to Ensure Orderly Growth

The cities of Grand Rapids, East Grand Rapids and Grandville think that a recent joint planning agreement will help them to solve two major planning problems—the congestion and blight in downtown areas, and the unguided suburban sprawl. The towns have started redevelopment and rehabilitation studies of 25 problem areas to provide facts for a program of cleaning up these areas. They also agreed on a uniform policy on new development. The towns agreed to (1) establish a boundary line beyond which neither the city or townships would extend services (water and sewer), (2) set zoning regulations beyond this line calling for large lots, (3) standardize subdivision regulations.

Subdivision Control Aids New York Area

The Regional Plan Association of New York has supplied some interesting data on hand subdivision practices in the New York Metropolitan Region.

As an example of uncontrolled subdivision, the Association cites the case of one small community that has just had to spend almost a half million dollars installing sewers in an older subdivision of less than 150 homes. This was necessary because of the health hazard created by the non-functioning of private septic tank systems which had been installed under unfavourable soil conditions. At the time this subdivision was developed, the community had no subdivision regulations. Today, such regulations are in force, and in the same situation the developer would be required either to install sewers or he wouldn't be allowed to subdivide.

A survey in the region reveals that developers are now generally required to provide: grading of streets, pavement, curbs, gutters, sidewalks, water main, sanitary sewers, and storm water drains.

The RPA concludes by saying that there are five good reasons for asking developers to pay for improvements: (1) the developer will not likely speculate but will subdivide only where demand seems firm; (2) municipal taxes can be kept lower; (3) proper improvements increase the value and promote the sale of land; (4) street improvements can be made more economically at an early stage; (5) prevents unsound and uneconomical subdivision and can spare the municipality a potential tax liability.

Regent Park Project Extended

Toronto's Regent Park, the prime example of government aided slum clearance and redevelopment in Canada, is to be extended if citizens vote the needed money.

The City's Board of Control agreed to this in early April. The Board also asked the Toronto Planning Board to recommend at least two other large sites in the city for new housing projects.

The Toronto Housing Authority says that it is considering three types of housing for the extension known as South Regent Park. Housing might be in six or nine-story buildings, three-story buildings, or a combination.

It would be unfortunate in many ways if the project didn't include some row housing. Experiments of this sort are needed to determine the best means of constructing and operating low-rental units.

Toronto is also flirting with the idea of expropriating land in another part of the central area to be turned over to private companies for the construction of apartments.

Writing to the *Globe & Mail*, one individual asks—"Why should the city want to expropriate one person's property and give it to another who thereafter will profit from an unearned increment." The writer urged amalgamation and construction of public housing on the outskirts as a more just solution.

But there is growing support for the idea of reconstructing the blighted parts of larger cities.

J. Gerald Godsoe, retiring president of the Toronto Board of Trade, says:

> "Citizens . . . could be provided with comfortable housing in many cases close to their work, transportation facilities would be relieved, uneconomic land usage would be eliminated, slums would be cleared, and through increased assessment the areas reconstructed would provide revenue for the City rather than be a liability as at present."

There is, however, the *Newsletter* believes, good reason to see that reconstruction doesn't provide too many barrack-like apartments. Part of the purpose of reconstruction is to re-arrange the physical pattern in older sections and this almost always should be aimed at relieving overcrowding, which is one chief reason for the original deterioration.

But if less people are to be housed in the same amount of space, then they must be housed somewhere else. In Toronto and other large cities, this would mean new construction in the suburban areas, which in turn raises problems, since there is no assured cooperation from these separate municipalities.

Annexation Laws Need Revision

Max Wehrly, editor of *Urban Land*, says that "the information developed by the census . . . should prove of great value to students of urban growth and development. But if it does no more than point up the great need for modern annexation laws within most states (U.S.A.) to bring the legal and political aspects of urban growth into line with the realities of physical and economic growth, it will serve a highly useful purpose."

RAIC Announces 1952 Scholarship Winner

The Royal Architectural Institute of Canada has awarded its 1952 College of Fellows Scholarship to Gerald A. P. Carrothers, a 1948 graduate of the University of Manitoba.

The Scholarship is awarded every second year to a graduate of an approved School of Architecture of a Canadian University. Its purpose is to advance architectural knowledge through travel, study or research and the Scholarship has a value of $1500.

It was first presented in 1950 to Kyoshi Izumi, also a Manitoba U. graduate. He used it to take post graduate work in planning.

Mr. Carrothers, the 1952 winner, received his Master's degree in Community Planning in 1951 and has since been employed as a research planner at the School of Architecture, U. of Manitoba.

He expects to continue town planning studies at Harvard University and to return to Canada to a career in town planning.

CITY PLANNER REQUIRED

University graduate in design and engineering aspects of city planning, having managerial ability, imagination, and technical skill, for full-time position of increasing responsibility. Starting salary from $3000 upwards, depending on qualifications. Application forms obtainable from the Secretary-Treasurer, London and Suburban Planning Board, City Hall, London, Ontario.

Publications

Available from CPAC National Office
169 Somerset St. W., Ottawa

How to Subdivide: by Harold Spence Sales. 40-page handbook with 37 diagrams and photos. Gives a step-by-step method of subdivision and shows its financial advantages. **$1.00**

Housing Manual: accumulated experience of British house designers, liberally illustrated. **90c**

Urban Mapping: Shows how to record facts about city or town with minimum cost and bother. Recommended by provincial planning officers. **$2.00**

Problems of Canadian City Growth: by Albert Rose. Shows postwar expansion of major Canadian cities and comments on the problems facing these centres. **50c**

The following are sent free on request:

We're Buying the Place: States the case for getting full value out of the money that goes to build up cities and towns.

Community Planning is Common Sense: The role of the voluntary group in helping to fashion reasonable and attractive surroundings.

What is Planning: A one-page handbill containing a definition of the planning process.

CPAC Brief: prepared for the Royal Commission on the Arts, Letters and Sciences, 34 pages mimeographed.

Reprinted articles from the *Community Planning Review:*

Urban Mapping—Humphrey Carver

Ajax: Planning a new Ontario Town—Kent Barker

Canberra: A Garden Without a City—Benjamin Higgins

Furnishing the Street—Peter Oberlander

Economic Problems of Urban Redevelopment—Leonard Gertler

Publications Available from the United Kingdom Information Office, 275 Albert Street, Ottawa

TOWN AND COUNTRY PLANNING 1943-51

The eight years covered in this report were significant ones in the field of town and country planning. Here is the story of how Britain tried to put into practice the ideas which had been derived from past mistakes. Price $1.25.

QUALIFICATIONS OF PLANNERS

The Schuster Committee, appointed in May 1948 by the Minister of Town and Country Planning and the Secretary of State for Scotland, state their views on what kind of training is needed for a career in community planning. The question is of importance for Canada, where planning education is in its infancy. Price 65c.

DEVELOPMENT PLANS EXPLAINED

Under the Town and Country Planning Act of 1947, local planning authorities in Great Britain were required to prepare development plans by July 1st, 1951. The object of this booklet by B. J. Collins is to explain in simple terms why such plans are necessary and what they will look like. He does a good job. F. J. Osborn calls this "much the best short account of British planning yet produced." 44 pp, 50c.

Press Digest

Australian Area Gets Regional Plan

The New South Wales Parliament last summer approved Australia's first large-scale town plan which affects some 1,850,000 people in the Sydney area.

A County Council will be responsible for administering development which is of common concern, while local councils within the area will decide on the use of land within the local area such as living areas, sites for industry, shops, etc.

Compensation will be paid to owners of land affected by the plan.

Yarmouth Considers Slum Clearance

Yarmouth's Town Council has decided to investigate the possibility of a slum clearance program. One member of Council, Mrs. Millard, had visited several homes and found conditions deplorable. Deputy Mayor Donald Filleul has been named chairman of a housing commission that apparently intends to apply to the Federal Government for assistance in starting a slum clearance program.

To Zone Land Near Airports

Transport Minister Chevrier has introduced a bill aimed at regulating building in the vicinity of airports.

Mr. Chevrier said that "recent accidents in populated areas where aircraft have landed out of control, causing loss of life and extensive damage, indicate that great care should be taken not only in the location of airport sites but also in regulating the erection of buildings in the vicinity of the airport."

The bill is intended to forestall future hazards, but if necessary, present obstructions could be removed under the Expropriation Act. In such cases, compensation would be paid to owners.

Library Donation to University of North Carolina

Mrs. John Nolen of Canton, Mass. has recently presented a major part of her husba nd's professional library to the University of North Carolina.

The Library is to be known as the John Nolen Memorial Collection in City and Regional Planning and is one of the most complete collections of planning literature covering the period of pioneer planning during the last part of the nineteenth century and the first third of the present century. Mr. Nolen began his career in 1905 and, until his death in 1937, he undertook over 400 planning and landscaping projects.

FINANCIAL AID AVAILABLE TO PLANNING STUDENTS

Central Mortgage and Housing Corporation National Fellowships in Community Planning

Nine fellowships of $1200 each have been made available by the Central Mortgage and Housing Corporation for the study of Community Planning during the academic session 1952-53. These will be awarded for study at any of the Canadian universities offering post-graduate training in Community and Regional Planning: the Universities of British Columbia, Manitoba, Toronto and McGill.

Candidates must be graduates of recognized universities, in the social sciences, architecture, or civil engineering. Their academic qualifications must meet the requirements for graduate study *at the university to which application is made*, and all candidates for a fellowship must have been accepted as graduate students at that institution. They will be required to undertake a prescribed course of studies.

The Community Planning Association of Canada (B.C. Division) Fellowship

This fellowship of $1,200, the gift of the B.C. Division of the Community Planning Association of Canada, will be awarded to a student accepted in the two-year diploma course in Community and Regional Planning at the University of British Columbia, who has shown special ability in these studies and intends to follow planning as a career. During each year of the course, the holder will receive $600.00, the award in the second year being subject to satisfactory standing in the first year.

The British Columbia Telephone Company Scholarship in Community and Regional Planning

A scholarship of $600, the gift of the British Columbia Telephone Company, will be awarded to a student beginning or continuing studies in Community and Regional Planning at the University of British Columbia. In making the award, consideration will be given not only to scholastic standing, but also to interest, ability and aptitude for research in problems of planning.

Applications for all Fellowships must reach The University Committee (B.C.) not later than June 1st, 1952.

Further information can be obtained from the Secretary of the University Committee on Community and Regional Planning, University of British Columbia, Vancouver, B.C.

COMMUNITY PLANNING ASSOCIATION OF CANADA

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The object of the Association is to encourage citizen interest in community planning. Active membership is $3.00 per year. Sustaining membership is $25.00 per year. Members receive the *CPAC Newsletter* or *Les Nouvelles de l'A.C.U.* each published eight times yearly, and the bilingual quarterly *Community Planning Review*. Members are encouraged to become active supporters of community planning in their community. Branches have been formed in several cities for this purpose.

RESIDENT ARCHITECT

The Aluminum Company of Canada is seeking a resident architect for townsite development and planning at Kitimat B.C. Required to direct and organize the on-site implementation of a Master Plan. Should have five years experience, with comprehensive knowledge of construction and design of housing, municipal services, etc.

Apply to: Personnel Director, Aluminum Company of Canada, Sun Life Bldg., Montreal.

CPAC *Newsletter*

Published eight times a year. Subscription to non-members: $1.00 per annum.
Editor — Ross Robertson

Mr. Stewart Fyfe,
172 Wellington St.,
Kingston, Ont.

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PUBLISHED BY COMMUNITY PLANNING ASSOCIATION OF CANADA, 169 SOMERSET ST. W. OTTAWA CANADA